

# The Sydney Morning Herald.

No. 9995--VOL LXI.

FRIDAY, JUNE 3, 1870.

PRICE TWO PENCE.

BIRTHS

On the 24th May, at her residence, 205, South Head Road, Mrs. THOMAS MORSE, of a daughter.  
On the 27th May, at Adelong, Mrs. MARY MCLOWN, of a son.  
On the 28th May, at her residence, No. 4, Agnes-trees, Upper-street, Mrs. W. J. PINEROWE, of a son.  
On the 29th May, at his residence, 10, Newington Cottage, Albury, Mr. WALTER HARRIS, of a daughter.  
On the 31st May, at Garroongong, Goulburn, Mrs. S. HANNAH, of a second infant, at her residence, 257, Elizabeth-street South, Mr. JOSEPH SOLEMEN, of a son.  
On the 2nd instant, at her residence, George-street, Mrs. HANNAH, of a son.

MARRIAGE

On the 19th instant, at St. Peter's Church, East Maitland, by Rev. Canon Child, B.A., assisted by Rev. Lovick Tyrell, B.A., WILLIAM L. BETTISON, Esq., of 1, Pitt-street, and his wife, ELIZABETH, nee CHALMERS, of a present address, to ALEXANDER F. FRANCIS, to Awan, eldest daughter of JAMES SMITH, Esq., P.M., Maitland.

DEATHS

On Friday morning, May 27th, at the residence of his father, George-street, Ramsgate, died, at 8 a.m., WALTER DANCEY, aged 25 years and 6 months. Deeply regretted.

"It is the Lord; let him do what seemeth to him good." On Friday evening, after eighteen days' illness, of diphtheria, FAUNIE BLANDINA SHAWNEE, second daughter of WILLIAM SHAWNEE, of a present address, 10, Lower-street, Maitland, deeply regretted. "The Lord gave, and the Lord hath taken away; blessed be the name of the Lord."

On Saturday morning, May 28th, at his residence, 1, Lower-street, Maitland, DEAN, son of C. COOPER, formerly of Crover House, County Down, Ireland, JAMES LEARY, Esq., M.D., aged 65, deeply lamented by his bereaved family and a large circle of friends.

On the 2nd instant, at 177, Downing-street, of a crew, STANLEY JOHN TACCIARI, eldest son of STANLEY G. and ISABELLA T. THURSTON, aged 5 years and 8 months.

SHIPPING

SAN FRANCISCO AND OVERLAND TO NEW ZEALAND--THE CALIFORNIAN, NEW ZEALAND, AND AUSTRALIAN MAIL LINE OF STEAM PACKETS.

Under contract for a Monthly Mail Service.

THE BRITISH STEAMSHIP CITY OF MELBOURNE, 1,000 tons, Mr. Granger, commander, will leave Sydney on THURSDAY, the 30th June, at 4 p.m., for SAN FRANCISCO, via AUCKLAND, and HONOLULU (Hawaii).

Superior accommodation for saloon, second cabin, and intermediate passengers, who can rely upon being provided with every comfort and attention in each department. Bedding, bedding, &c., is provided in the second cabin intermediate. Writing cases are extra. An experienced surgeon accompanies the vessel.

THE CITY OF MELBOURNE will connect at HONOLULU with the steamer AMERICA, which will be dispatched to San Francisco, via AUCKLAND, on or about the 1st July.

For light freight or passage apply to JOSEPH WARD and CO., 3, Bridge-street.

FOR HONGKONG.--The Albatross MANEM, 870 tons, Wiles, master, for light freight or passage, apply to T. G. SAWKIN, Exchange.

FOR OVALAU, AND OTHER SOUTH SEA ISLANDS.

The clipper barque CELESTIA, 400 tons,

will have immediate departure for the above port.

The intention of intending passengers is particularly directed to the superior cabin accommodation of this vessel, while to shippers of live stock, from well-known carriers, she offers superior advantages.

For freight, passage and all particulars, apply to JOHN BLACK, 14, Spring-street.

N.B.--The KESTREL is admirably suited for the conveyance of live stock.

FOR FIJI, FRIENDLY, AND NAVIGATOR ISLANDS.--The fine Brig KESTREL, Edmund Wadley, master, being specially fitted for the conveyance of live stock, will meet with quick dispatch. Her cabin accommodation is unsurpassed, whilst passengers will have a liberal table, and receive personal attention. In now loading at Granary Wharf.

For freight, passage, and all particulars, apply to JOHN BLACK, 14, Spring-street.

N.B.--The KESTREL is admirably suited for the conveyance of live stock.

FOR FIJI, FRIENDLY, AND NAVIGATOR ISLANDS.--The fine Brig SOUTHER SYDNEY V. R. BAND, Master at Railway Station TO-NIGHT, part 7 sharp. W. BURNELL, 15, Hunter-street, will receive cargo at Campbell's Wharf, will have immediate dispatch.

TO HUNTER RIVER--Commodore, to-morrow night, 11. SUNDAY, at 11, and Collaroy, Monday night, at 11.

TO CLOVELAY TOWN--Commodore, Wednesday night, at 11, and Collaroy, Thursday night, at 11.

TO BRISBANE--Lady Young, this afternoon, Friday, at 4.45 p.m.

TO LAIRNGOURGH--Black Swan, Thursday, 9th instant, at 4.45 p.m.

TO ROCKHAMPTON--Havilah, Wednesday afternoon, at 4.45 p.m.

TO BROADSOUND and Pioneer River--Havilah will take cargo to be transhipped at Rockhampton pier.

TO CLOVELAY BAY via Port Denison--Boomerang, Saturday, 11th instant, at 3 p.m., or immediately after arrival at Rockhampton.

FROM BRISBANE TO ROCKHAMPTON, calling at Maryborough and Gladstone--Steamer weekly.

Cargo is now being received for transmission to any of the ports of call.

NO CARGO received for the steamers going to Melbourne or Queensland after 3 p.m. on their day of sailing.

FREDK. H. TROUTON, Manager.

A. S. N. Co.'s Wharf, Suex-west.

THE AUSTRALASIAN STEAM NAVIGATION COMPANY'S STEAMSHIPS.

TO MELBOURNE, via Geelong, Ararat, Ballarat, Friday, 1st June, and of Adelaide, Tuesday afternoon, at 4 p.m.; and of City of Adelaide, Tuesday afternoon, at 4 p.m.; and of Fremantle, 4th June, 10 a.m.

TO AUCKLAND--Arrive, 10th June, 10 a.m.

TO MELBOURNE--Arrive, on or about Wednesday, 15th instant.

TO HUNTER RIVER--Commodore, to-morrow night, 11.

TO CLOVELAY TOWN--Commodore, Wednesday night, at 11, and Collaroy, Thursday night, at 11.

TO BRISBANE--Lady Young, this afternoon, Friday, at 4.45 p.m.

TO LAIRNGOURGH--Black Swan, Thursday, 9th instant, at 4.45 p.m.

TO ROCKHAMPTON--Havilah, Wednesday afternoon, at 4.45 p.m.

TO BROADSOUND and Pioneer River--Havilah will take cargo to be transhipped at Rockhampton pier.

TO CLOVELAY BAY via Port Denison--Boomerang, Saturday, 11th instant, at 3 p.m., or immediately after arrival at Rockhampton.

FROM BRISBANE TO ROCKHAMPTON, calling at Maryborough and Gladstone--Steamer weekly.

On MONDAY MORNING, at 7, the CITY OF NEWCASTLE--Goods received for Miller's Forest THIS DAY, for Clermont Town on Saturday.

F. J. THOMAS, Manager.

Offices--foot of Macquarie-street.

C. AND R. R. S. N. CO.'S STEAMSHIPS--For GRAFTON (CLARENCE RIVER), via NEWCASTLE, THE CASTLE, THE ALBATROSS, TO-MORROW, at 10 a.m.

W. WISEMAN, Manager.

Office--Commercial Wharf.

STEAM TO THE RICHMOND RIVER--Owing to the Clarence, as was intended, she will leave again for the RICHMOND on TUESDAY next, the 7th.

STEAM TO NEW ZEALAND, calling at all Ports--The steamship OMEO.

STEAM TO NEW CALEDONIA--Steamship EAGLE, from Circular Quay, positively on MONDAY, 6th June.

CURCIER, HAWKE, and CO.

STEAM FROM MELBOURNE TO SYDNEY AND QUEENSLAND.

BLACK BIRD, 1600 Tons, W. Rose, commander, will be dispatched from MELBOURNE on the 11th June, via Bluff.

Through tickets to and from all New Zealand ports by the understeamer.

For rates of passage, freight, and any information, apply to JOSEPH WARD and CO., 3, Bridge-street.

STEAM TO MELBOURNE--REGULAR WEEKLY COMMUNICATION.

YOU YANGS and DANEDRONG, which will be dispatched as follows:-

THURSDAY, June 27th, at 4 p.m., from Struth's (late Q. S. N. Co.'s) Wharf, with passenger and cargo. Freight at lowest current rates.

The following rates apply:

Passage--return ticket, 26 10s.

Return tickets available for two months.

The attention of second-class passengers is directed to the accommodation provided in the above vessels, with reduced cabin for female passengers.

Fare--20s.

MELOUNBINE STEAMSHIP COMPANY, Steet's Wharf.

STEAM TO ERIBANK WATER--ALCHYMIST, on SATURDAY, at 9 a.m., Baltic Wharf.

FOR PORT MACQUARIE--THE MARTHA, from Commercial Wharf, Monday next, H. T. Casco.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.

F. T. SEAMAN, a Wharf and Gibbs' SEWING-MACHINE, Apply PIECE, Stanley-street.







occasions, have now made another remarkable leap upwards.

## AGGREGATE DISCOUNTS.

|                     |  |
|---------------------|--|
| 1869-9              | 1869-70.                                   |
| June . . . . .      | £6,352,000 47,369,200 increase: £1,017,200 |
| September . . . . . | 6,529,000 7,684,800 " 1,055,800            |
| December . . . . .  | 6,853,500 7,812,500 " 259,000              |
| March . . . . .     | 7,682,900 8,602,700 " 919,800              |

The discounts exceed EIGHT MILLIONS! We do not find that they ever reached this mark before. The population of the whole colony, on the 31st December last, was officially estimated at 485,330. The amount of money lent by our nine banks averages therefore upwards of £10 per head for every man, woman, and child in the country.

## DISCOUNTS IN EACH BANK.

1869. 1870.

|                       | March.                           | March.                        |
|-----------------------|----------------------------------|-------------------------------|
| N. S. Wales           | £1 900,000                       | £21,000,000 increase £200,000 |
| Commercial . . . . .  | 1,751,000 1,800,000 " 49,000     |                               |
| Australia . . . . .   | 4,252,000 4,571,000 " 219,000    |                               |
| Union . . . . .       | 1,202,100 1,524,400 " 322,300    |                               |
| Joint Stock . . . . . | 934,600 943,100 " 8,500          |                               |
| London . . . . .      | 268,800 319,400 " 50,600         |                               |
| English . . . . .     | 428,560 420,300 " 8,200          |                               |
| Oriental . . . . .    | 580,100 784,000 increase 204,900 |                               |
| City . . . . .        | 563,000 606,000 " 43,000         |                               |

The only bank in which the discounts have not increased is the English, which has reduced them by £200. The most notable increase is that of the Union, £322,300 in the extraordinary ratio of 15 per cent. The Oriental has increased its loans by £204,800; the Bank of New South Wales by £200,200; respectively 35 and 10 per cent. The Commercial has increased them 54 per cent.; the City by 7½; the London by 10 per cent.

## No. 6.—COIN AND LIABILITIES.

The basis of all our monetary transactions is lawful coin of the realm. Bank notes are merely promises to pay the bearer so much coin on demand; and cash lodged in the banks by way of open deposit is repayable in coin on demand. But it is found in practice that where a bank is held in good repute, the public convenience causes a considerable proportion both of the notes and of the deposits to be dealt with in the way most favourable to banking profit, the notes remaining in circulation, and the deposits remaining in the bank. But since it would not be neither just nor safe for bankers to presume too much on this confidence, they have long had a tacit understanding amongst themselves that their reserves of coin should not be less than about one-third of the joint amount of their issues and current deposits.

Testing our banks by this understood rule, we find in their returns for the past quarter the following results:—

| Amount of<br>Coin held. | Amount<br>Surplus.<br>Deficiency.       |
|-------------------------|---|
| N. S. Wales . . . . .   | £465,200 £371,200 — £94,000             |
| Commercial . . . . .    | 324,100 331,200 7,100 —                 |
| Australia . . . . .     | — 21,900                                |
| Union . . . . .         | 119,700 57,500 — 62,200                 |
| Joint Stock . . . . .   | 166,600 175,400 8,800 —                 |
| London . . . . .        | 16,100 25,500 9,400 —                   |
| English . . . . .       | 34,700 53,000 18,300 —                  |
| Oriental . . . . .      | 72,200 130,200 58,000 —                 |
| City . . . . .          | 163,100 86,400 — 76,700                 |
| Totals . . . . .        | £1,474,900 £1,291,800 £101,600 £284,800 |

Net deficiency, £183,200.

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.

March. March.

|                     |  |
|---------------------|--|
| Notes . . . . .     | £684,900. £714,800. increase £29,900   |
| Deposits . . . . .  | 1,060,600. 1,065,600. " 27,000         |
| Coin . . . . .      | 2,029,000. 2,129,000. decrease 92,100  |
| Discounts . . . . . | 1,082,900. 8,002,000. increase 918,800 |

It is here seen that five of the banks hold a larger proportion of coin than is necessary, and that the other four hold less.

## No. 6.—RECAPITULATION.

1869. 1870.



ing to the first half of the fourteenth century, are to be found in Norwich (see publications of the Norwich Archaeological Association); and many, a little later, at Hitchin Church; St. Margaret's, Lynn; St. John the Baptist and Redcliffe Churches, Bristol; the old church at Doncaster; the old church, Hull, and elsewhere.

Printers' marks seem to have been suggested by merchant marks. In the first instance, they were generally of the kind called the *rebus*, such as we now see when a bee is put for the letter B. Printers' marks were soon after most elaborately decorated, the monogrammatic portion occupying a small shield in a large field of ornament. The use of printers' marks still continues; indeed, one can hardly take up a book now-a-days without finding the initials of the publishers (who are also frequently the printers) embossing the title-page in the present style of nineteenth century art.

The last use of monograms in this country, prior to their recent revival, was upon tradesmen's tokens, where they not unfrequently appear.

So much for the history of the monogram. In a pure monogram, such as those used in contracted writing, the point aimed at is before remarked, is a saving of lines. But where ornamentation of the object, as in the modern so-called monogram, but more correctly polygram, there is no occasion to save lines, if a more agreeable effect can be produced by using them. Now, it is a fact well known to designers that interlacing lines and broken surfaces are pleasing to the eye. Why this is so, can scarcely be explained; but if the fact is admitted, then there can be no reason why we should not gratify the sense of eyes by designing polygrams rather than pure monograms. The only pity is that the word should be so loosely used, and that we should persist in speaking of designs which are not monogrammatic, as though they were.

A few words on the principles to be followed in constructing these so-called monograms will appropriately conclude this paper. It is a great fault with the designers of these devices at the present day that they follow no rules, but string together higgledy-piggledy the letters they purpose to honour, and then endeavour to convince themselves that they have elaborated a strikingly beautiful monument of art. It has probably never occurred to them that in order to render such work of the slightest value in an artistic point of view, some principle should dictate it, some idea should pervade it. And if they have not considered this fact, they have probably overlooked another—namely, that a knowledge of principles results from study, and that their successful application is the consequence of ability tried by experience. It is not to be wondered at that persons who have never studied the subject should fail to evolve out of their inner consciousness compositions that will bear examination.

The first requisite in a thing which has to be read is legibility. Here we at once join issue with many monogrammatists who are of opinion that the monogram should not be decipherable at the first glance, but that it should involve some sort of puzzle. No doubt, where many letters, as of an entire name, for instance, are interlaced, a momentary bewilderment may be experienced even by the most apt monogram reader. This enigmatical condition, however, should not be sought for by the designer, but rather as much as possible avoided, and the monogram rendered as legible as the materials permit. Also, there should be an order in which the letters are to be read, otherwise the same design might stand for AZ and ZA. To this end some rules should be adopted that appeal to the common sense of the reader.

Now, it seems only reasonable, in a language which is read from left to right, that a combination of initials, or of the letters of a name, even though ornamentally written, should be read by the same rule. Hence, we place the letters in our monogram in such a way that the one to be read first is to the left, and so on to the right. Sometimes, as where several letters cluster round the initial J, it is more convenient to draw the monogram so as to read from above downwards.

In monograms containing but two letters, the letters should be of equal size, and the reading is from left to right.

In monograms containing more than two letters, one letter, the most important, generally has more prominence given it than the others.

The important letter in an initial monogram is the initial of the surname; in a word-monogram, the initial of the word. Just as we write May, and not MaY, so we should in designing a monogram of this name make M the prominent letter.

In a name-monogram, the principal letter is to be read first; in an initial monogram, last.

The necessary prominence is obtained by causing the important letter to embrace all the others, or at all events, the external letters right and left. In order to do this, the letter must be broader than the others; it should also be a little longer from above downwards, and somewhat stouter in outline. In illustration of what is meant, take a pencil and a three-penny-piece, and draw round the latter a circle, pressing gently with the pencil. Then move the coin so that it covers rather less than one-third of the first circle, and draw the pencil round it as before. Then take a sixpence, and place it over these two circles, so that the outer edge of one appears as much to the left of the sixpence, as the outer edge of the other appears to its right. Draw a circle round the sixpence, pressing rather more heavily than before; and on repeating the sixpence, a rough monogram of the letters O, O will be seen; which will show what is meant by order and prominence of letters.

KIRK'S BAZAAR, and the VICTORIA SUBSCRIPTION ROOMS, which has become the head-quarters of the sporting community, are well known to render comment unnecessary.

For price and further particulars, apply (only) to ALFRED BLISS, 52, Collins-street West, Melbourne.

**HORSES AND VEHICLES**

FOR SALE, 2 first-rate Saddle HORSES, cheap. F. M. B., General Post Office.

TO SURVEYORS SQUATTERS, &c. FOR SALE, cheap, a light pair AGGROTTED HORSES, a rare turn-out, not often seen with a cool coat. W. BULL and SON, Woolwrights.

SECOND-HAND DOG-CART, newly-painted and trimmed, £15; Furniture Van, almost new, £10. H. BROWN, Pitt-street.

MORTON'S CARRIAGE BAZAAR, South Head Road, opposite Court-yards—Buggies, sides and turn-out seats; Tandem and Double, Phaetons, Waggonettes, Express Wagons, Trig Buggies, Horse-drawn, &c.

FIVE SALE, a quiet, clean HORSE, 16 hands high; SABRE, 502, George-street.

FOR SALE, at GIBSON'S Repository, 262, Pitt-street—14 Horses, for heavy and light harness; 3 pairs of Spring-carts; 22 new and second-hand Buggies, of every description; 5 Drovers and Harness Saddles; Bridles, Drays, Waggonettes, &c. which duly competition. Day's trial with each of the horses.

FOR SALE, a good Horse, Spring Dray, and Harness. Apply to the Royal Darlinghurst Hotel.

departs the intention of covering only a small portion of the field.

The size of the monogram, under these circumstances, is a question of individual taste, just as much as the size of the type in which a book is printed. Personally, for note-paper, we like uncial letters; but most people prefer smaller letters.

The compactness of the design depends to a great extent on so arranging the spaces between the lines that they shall be nearly equal in area, otherwise the drawing will look crowded in one part and straggling in another. A good deal of practice and ingenuity is required to manage this nicely, so as to avoid the appearance of effort in the contrivance. In addition to this, the letters should be interlocked. This is effected by care that in all cases where lines cut each other the crossing should be over and under alternately. Flourishes and other ornaments may be sparingly introduced, if equality of areas and alternate crossing cannot be compassed without their aid. But it is higher art to contrive the effect of compactness by modifying the letters themselves, lengthening here, widening there, pinching, adding a final, and so on, to adapt each to its special position. In our opinion, monograms cannot be too severely drawn; profusion of ornament makes the composition heavy; ornament should only be allowed where the design requires its addition. Experience alone, and what, for want of a better explanation, is called taste, can guide the draftsman to distinguish between the use and abuse of ornament.

Lastly, a balance should be aimed at in the finished work. What constitutes balance can hardly be explained, any more than what constitutes harmony in colouring. It may be replied that certain saturating proportions of the primitive colours satisfy the eye and produce harmony. That is true theoretically; but practically, it is found that in the conceptions of genius there is constant departure from rule, which pleases the educated eye; just as in music an occasional discord, or in poetry a spondaic verse, pleases the educated ear. The same applies to balance in designing.

DAWSON and CO. are favoured with instructions to sell by auction, at their Stables, Pitt-street, Sydney, THIS DAY, at 11 o'clock.

A magnificent bay colt, 3 years old, imported from England, in 1869, bred by Mr. Blenkinsop, and given to him by Mr. Williams, from Albany, Tasmania. Miss Gilman, Physician; dam by Stamford from Lady of the Lake by Beningborough Amsterdam (1855) by the Flying Dutchman from Ursula by Idio Boy (Son of King), from Venus by Lancer, from Venus by Governor.

The colt is very promising, has never been tried, and comes of the most fashionable blood on both sides, his dam, Miss Carew, having been very justly called the Lady Elizabeth of her year.

Imported Thoroughbred Colt.

FRIDAY'S General Sale.

Horses, Buggies, Saddles, &c.

DAWSON and CO. will sell by auction, at their Pitt-street Yards, at 11.30 THIS DAY, at 12 o'clock, on the gates of the Marble Arch—the reverse letters to van work.

Also, heavy draught horses.

2 horses, accustomed to van work.

A horse, buggy, and harness, in first-rate order.

2 hogback saddles, &c.

Terms, cash.

Pet Wethers and Fat Ewes.

DAWSON and CO. are favoured with instructions from Messrs. Rolfe, Brothers, to sell by auction, on MONDAY next, at their Houses, Yards, at 9.30,

1000 prime fat wethers.

1100 very prime fat ewes.

G. M. PITTS has received instructions from F. Grant, Esq., to sell by auction, at Ellis and Co.'s Yards, THIS DAY, Friday, at half-past 11 o'clock.

600 very prime fat wethers, in lots, per train.

G. M. PITTS has received instructions from G. J. Johnstone, Esq., to sell by auction, at Ellis and Co.'s Yards, THIS DAY, Friday, at half-past 11 o'clock.

200 superior fat wethers, in lots.

G. M. PITTS has received instructions from F. Sloper Cox, Esq., to sell by auction, at his Yard (Fuller's), on MONDAY next, the 6th June, at 10.30 a.m.

170 head of very superior fat cattle, in lots.

G. M. PITTS has received instructions from F. Sloper Cox, Esq., to sell by auction, at his Yard (Fuller's), on MONDAY next, the 6th June, at 10.30 a.m.

50 head of prime weighty fat cattle, in lots; the best in this period, too, gives the alternative in many instances of using round or square letters, in accordance with the exigencies of the design.

The round letters are the more elegant, and are more characteristic of the period, and should be used by preference; but the Roman or angular D, E, H, M, N, T, and V may be introduced without mixing style.

In making choice of an alphabet to work from, whatever period is selected, its leading features must be adhered to, or the harmony of the composition will be marred. Nothing is more distressing than a design which has the appearance of having been commenced in one century and finished in another. As an illustration of the bad effect of mixing styles, take the *chiffre Napoleon*, which is fashionable in Paris. Nothing can be more hideous.

Individuals will, of course, fix on the period they prefer as a basis of operations. In our judgment, no letters are so graceful, none so elastic, and none, therefore, so suited to decorative purposes as those in vogue in the thirteenth and fourteenth centuries. Choice of the alphabet of this period, too, gives the alternative in many instances of using round or square letters, in accordance with the exigencies of the design.

The round letters are the more elegant, and are more characteristic of the period, and should be used by preference; but the Roman or angular D, E, H, M, N, T, and V may be introduced without mixing style.

In monograms dies for stamping note-paper we prefer the letters to be slender and cut solid. Shading should not be attempted except by experienced hands, possessing an intimate knowledge of the style imitated; and, certainly, all the letters in each design should be alike, whether solid, shaded, or in outline.

**HOUSES AND LAND FOR SALE**

IMMEDIATE SALE—Crown-street, Surry Hills, a neat brick Bungalow, veranda, balcony, hall, 5 good rooms, and kitchen, with 5-roomed Brick House at rear, fronting Brougham-street; guaranteed rental £55 per week. Price £1000. H. E. SHORTER, Conveyancer, 128, Elizabeth-street North.

ST. LEONARD'S, Main-street.—FOR SALE, cheap, an excellent BUILDING, 1½ stories, with 5 rooms, and kitchen, with 5-roomed Brick House at rear, fronting Brougham-street; guaranteed rental £55 per week. Price £1000. H. E. SHORTER, Conveyancer, 128, Elizabeth-street North.

THE LEADERSHIP, Main-street.—FOR SALE, cheap, an excellent BUILDING, 1½ stories, with 5 rooms, and kitchen, with 5-roomed Brick House at rear, fronting Brougham-street; guaranteed rental £55 per week. Price £1000. H. E. SHORTER, Conveyancer, 128, Elizabeth-street North.

LAND, at Burwood, close to the station, from 1 to 6 acres, with a right to purchase, and money sent to building. 188, Pitt-street.

H. T. L. P. E. R. E. T. Y. The undersigned has received instructions to sell by auction, on the Ground, at Five Dock, on SATURDAY the 4th June, at 11 o'clock.

All that chose freshhold allotment, situated at Five Dock, having 60 frontage to Gipps-street, and bounded by Brighton, Flinders, and Miller streets, containing 2 acres and 60 perches, enclosed with a 6-foot palisade fence, and with known water supply.

There are two Cottages—one of 2 rooms, and the other 4 rooms—on the allotment; also a never-failing supply of water from a well 46 feet deep. The property now under crop, and is situated in the vicinity of the recently erected Peacock, Kerosene, Kerosene, Maher, and Murray.

Also the household furniture, plough, harrows, cart, horses, and two draught horses.

Terms, cash.

Product Sales.

ELLIS and CO. will sell by auction, at Railways, at 10 o'clock, THIS DAY.

Hay, straw, lucerne, pumpkins, potatoes, bran, &c.

At Depot, at half-past 11 o'clock sharp.

Fat calves, pigs, suckers, and all kinds of poultry, dead pipe, prunes.

At half-past 12 o'clock prompt.

Hill and tag butter, eggs, bacon, cheese, Farran's prize, and other first-class brands, honey, lard, 60 cases oranges, &c.

At 4 o'clock.

Tallow, hides, sheepskins, calfskins, &c.

BUTTLER and INGLIS will sell by auction, THIS DAY, at Railway Auction Mart, 793, George-street, Hay, straw, &c., by the truck.

At the Railway Auction Mart, 793, George-street, Hay, straw, &c., by the truck.

Fat calves, fat pigs, and all kinds of poultry.

At 1 o'clock sharp.

Fattened cattle, &c.

At half-past 12 o'clock.

Hay, straw, maize, &c.

40 carcasses of corn-fed pork—Terms, cash.

WILLIS and JAMES will sell by auction, at 2 o'clock.

Hay, straw, &c., at Woolpack Sale Yards.

Poultry, eggs, oranges, bacon, and tobacco leaf.

Day's trial with each of the horses.

F. LOONEY will sell by auction, at the Railway Station, THIS DAY, at 10 o'clock.

Hay, straw, &c.

Terms, cash.

#### STOCK AND STATIONS

S T A T I O N S O N T H E D A R L I N G .

The undersigned have for SALE two first-class STATIONS on the Darling, admirably adapted for cattle, having capacities of from 1000 to 1500 heads. They are situated in the Wilcannia, and within easy reach of the Melbourne, Adelaid, and Southern markets. The stations will either be sold without stock, or arrangements will be made with stock owners to put on cattle, with a view to selling the stations.

DALGETY, BLACKWOOD, and OO., 61, Little Collins-street West, Melbourne.

#### AUCTION SALES

Horses, heavy and light Vehicles, Harness, and Saddlery.

GEORGE KISS will sell by auction, at the Bazaar, THIS DAY, at 11 o'clock.

Regular Sales At the Bazaar, daily; and at Campion-street, any afternoon.

Horses and Vehicles on hire.

#### Former Purchaser's Risk.

GEORGE KISS is instructed to sell by auction, at the Bazaar, THIS DAY, at 11 o'clock.

A light omnibus car, with a good useful horse and harness.

GEORGE KISS is instructed to sell by auction, at the Bazaar, THIS DAY, at 12 o'clock.

A handsome bay horse, thoroughly broken to saddle and harness.

#### Broken and Unbroken Horses.

GEORGE KISS

